

Havant & South Downs College

Havant College Campus

New Teaching Building

Transport Statement

Date: April 2024
Project No. 304372
Revision: 3

Prepared by [REDACTED]
Julian Hudson MA(Oxon) MSc MSc MCIHT

Reviewed by [REDACTED]
Richard Hemmings

	Structural Engineering
	Civil Engineering
	CDM Consultants
	Sustainability and BREEAM
	Traffic and Transport
	Flood Risk Assessments
	Highway Engineering
	Event Engineering

Issue and Amendment Record:

Revision	Comment/Amendment	Prepared	Reviewed	Approved	Date
0	First Draft	JH			28.09.23
1	Final Draft	JH			02.10.23
2	Site plans updated	SM			12.10.23
3	Updated in line with HCC Commentary	JH			03.04.24

Contents

1.0	Introduction	4
2.0	Policy Review	5
3.0	Site Audit	15
4.0	Existing and Proposed Trip Generation and Impact	21
5.0	Design and Mitigation Measures	25
6.0	Conclusion	28
7.0	Appendices	29

1.0 Introduction

- 1.1 This Transport Statement has been written by Scott White and Hookins at the request of Peter Marsh Consulting and on behalf of Havant and South Downs College (HSDC). It relates to development at the following site:

Havant & South Downs College
Havant College Campus
New Road
Havant
Hampshire
PO9 1QL

- 1.2 A site location plan is provided at Appendix A, identifying the site as a whole and the development area within the site.
- 1.3 The currently proposed development consists of the erection of a new 3-storey teaching building in the south-eastern corner of the existing education campus. The building will provide a total of ten teaching classrooms. Alterations to the existing site car parking facilities will be made in order to provide 8 additional car parking spaces. The existing vehicular access to the Sports Block will be retained, for emergency access purposes.
- 1.4 This Transport Statement will set out the context for the proposed development, analyse the predicted trip generation and traffic impact of development, and point to means of mitigating any impacts found.
- 1.5 Scott White and Hookins shall not be liable for the use by any person of this report for any purpose other than that for which the same was prepared by Scott White and Hookins.

2.0 Policy Review

2.1 National Planning Policy Framework (2023)

2.1.1 Since the initial versions of this Transport Statement, the Government has again revised the National Planning Policy Framework (NPPF), which continues to set out the current Government's planning policies for England and how these are expected to be applied.

2.1.2 The December 2023 revisions to the NPPF do not greatly affect the Transport considerations. The NPPF continues to require that in the case of specific applications for development, it should be ensured that:

Appropriate opportunities to promote sustainable transport modes can or have been taken up given the type of development and its location;
safe and suitable access to the site can be achieved for all users;
the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety can be cost effectively mitigated to an acceptable degree.

2.1.3 This section of the NPPF concludes by stating that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.1.4 The NPPF also states that development should:

give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second to facilitating access to high quality public transport, with layouts which maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;
allow for the efficient delivery of goods, and access by service and emergency vehicles; and
be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.1.5 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.2 Hampshire County Council Local Transport Plan 4

2.2.1 Hampshire County Council as local highway authority has recently (February 2024) published its fourth Local Transport Plan which covers the period from 2024 to 2050. It comprises a Vision for the future, four Outcomes, two Guiding Principles and a detailed set of Core and Theme-related Policies.

2.2.2 The Vision is expressed as follows:

“A carbon neutral, resilient, and inclusive transport system designed around - and with - people, which: supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique natural and built environment.”

2.2.3 The Outcomes are broad goals which include but are not limited to Transport matters, as follows:

A carbon-neutral, resilient Hampshire;
Respect and protect Hampshire’s environment;
Thriving and prosperous places;
Healthy, happy, inclusive lives.

2.2.4 The Guiding Principles are as follows:

To give people a choice of high quality travel options;
To provide a transport system that promotes high quality, prosperous places and puts people first.

2.2.5 The following Core policies have been set which have relevance to the proposed development:

Policy C1: Putting people and places at the heart of [HCC] decisions

HCC will:

- a) develop and apply a Movement and Place Framework to manage the transport network in accordance with its function in different locations, i.e. to decide what type of measures are needed where;
- b) prioritise the needs of walking and cycling, public transport users and delivery vehicles, in accordance with the specific function of different types of location;
- c) use a ‘Healthy Streets’ approach and our ‘Hampshire Walking and Cycling Principles’ to plan and design welcoming, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age and disability;
- d) seek opportunities to create or reallocate road space to create better walking and cycling routes and faster routes for buses;
- e) support targeted highway capacity improvements where there is a strong economic, safety, health, social or environmental case and where the Movement and Place Framework is achieved.

Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework)

HCC will:

- a) ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following Road User Utility Framework:
 - i) opportunities to reduce travel demand and the need to travel;
 - ii) vulnerable users, including people with disabilities or long-term mobility-related health conditions;
 - iii) people who walk;
 - iv) people who cycle and ride horses;
 - v) people who use public transport (bus, coach, rail, taxi, community transport);
 - vi) delivery of goods;
 - vii) other motor vehicles

Policy C4: Place climate change at the heart of decision-making

HCC will:

- a) take local action to achieve the reductions in carbon emissions required to be carbon neutral and resilient to the impacts of climate change by 2050, by changing travel behaviour and accelerating the shift to zero emission vehicles;
- b) adopt a 'designing for climate change' approach for new transport schemes and existing infrastructure, which will involve: - assessing schemes to understand their carbon impact and resilience to the effects of climate change; - seeking to identify mitigation measures to offset any net increase in carbon; - using materials and assets that have a lower carbon footprint and are resilient to the effects of climate change; - retrofitting existing infrastructure to make it more resilient where there is a good case for doing so;
- c) favour transport investment that also delivers benefits for our other LTP4 outcomes covering environment, economy, and people.

Policy C5: Support local living and reduce demands on transport

HCC will:

- a) support measures that enable residents to make greater use of local services and facilities and will create stronger communities (cf. the liveable neighbourhood concept);
- b) enable local communities to deliver community-led place and transport improvements where there is funding to do so;
- c) support the roll out of superfast/gigabit broadband to enable home working and online access to services, so that people can travel less for these services - especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower;
- d) support plans that re-vitalise town centres, neighbourhood centres and local villages, to encourage residents to 'live locally'; and e. support investment in walking, cycling, integrated public transport and new forms of shared mobility such as electric bikes and electric car clubs, to make local trips easier and reduce the need for private car ownership.

Policy C6: Encourage sustainable travel behaviour

HCC will:

- a) raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change;
- b) work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence-based interventions to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel;
- c) deliver transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private car (with supporting behaviour change interventions where feasible);
- d) ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged;
- e) develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes (see also Section 7.4, Balancing Travel Demand, Policy BTD1);
- f) monitor the effectiveness of our approach and adapt it to changing transport needs.

Policy C7: A Safe System approach for Hampshire

HCC will:

- a) build on existing practices to work towards a Safe System approach to road safety delivery in Hampshire, by:
 - i) ensuring road safety is a fundamental consideration in the design of new infrastructure, with the needs of vulnerable road users appropriately prioritised;
 - ii) monitoring casualty data for new infrastructure to identify emerging safety issues and implement remedial casualty reduction measures;
- b) work with partners to reduce the number of deaths, serious and slight injuries on Hampshire's road network, and reduce the injury rate for vulnerable users (including children, and those walking and cycling);
- c) seek to improve the perception of safety and security where this could deter people from travelling, particularly by walking, cycling, and public transport.

- 2.2.6** In addition to the Core Policies, HCC has identified a number of theme-specific policies, many of which can also be said to be relevant to the proposed development.

Policy HP1: Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips.

HCC will:

- a) ensure that any changes to the highway infrastructure prioritise walking and cycling, in line with our Road User Utility Framework and Movement and Place Framework, Walking and Cycling Principles, and national policies;
- b) use Local Cycling and Walking Infrastructure Plans to identify, prioritise and deliver infrastructure which connects people with where they want to go;
- c) use a 'Healthy Streets' approach and our 'Hampshire Walking and Cycling Principles' to plan, design and implement coherent, direct, safe, comfortable, attractive and inclusive networks for everyone regardless of ability, confidence, age and disability;
- d) create or reallocate road space to create better spaces for walking and cycling, and spending time (e.g. in town centres);
- e) evaluate, when undertaking larger maintenance schemes, opportunities to bring existing infrastructure for walking and cycling up to current standards, rather than simply replacing like for like.

Policy HP3: Widen participation and broaden the appeal of walking and cycling as a natural travel choice.

HCC will:

- a) enable more children to walk and cycle to school through improving the routes to schools and the area outside the school gates, cycle and road safety training, and behaviour change campaigns – so walking and cycling to school becomes the 'norm';
- b) offer training and support to enable more people to engage in walking and cycling for all purposes;
- c) work in partnership with public transport operators to improve access to buses, trains and ferries, for people walking and cycling (e.g. improvements to walking and cycling routes, better information, lifts to platforms, secure storage facilities);
- d) support cycle hire/loan and try-a-bike schemes which are affordable and financially sustainable;
- e) ensure appropriate cycle parking is provided at key origins and destinations (e.g. high streets, education establishments, and new developments);
- f) work with others to ensure that residents and visitors can access and enjoy green space, the wider countryside and nature close to where they live, where suitable funding can be identified and where schemes do not adversely impact sensitive environments.

Policy FM1: Using technology and innovation as an enabler for delivering LTP4 outcomes.

HCC will:

- a) trial and pilot new and innovative transport and mobility solutions in order to identify those with the greatest potential for wider application;
- b) establish clear objectives for subscription-based mobility services (also known as Mobility as a Service or MaaS) within Hampshire and use this framework to engage with potential third-party commercial providers;

- c) support 'micro-mobility' solutions (e.g. e-bikes and other legal forms of micro mobility), which are affordable and financially sustainable and offer safe forms of travel;
- d) work with commercial providers and developers to support and promote new shared transport options which offer alternatives to car ownership and use (e.g. bike hire, car clubs, lift share schemes, taxi sharing models, digital demand responsive transport (DDRT) and community transport);
- e) identify opportunities to create highly visible, safe and accessible spaces (mobility hubs) which act as a focal point for public and shared transport (e.g. car clubs or bike hire schemes) alongside other public services (like health clinics).

Policy FM2: Accelerate the transition to low and zero-emission vehicle use.

HCC will:

- a) lead by example and adopt electric vehicle (EV) or other zero emission vehicle (ZEV) technology to reduce the environmental impact of our day-to-day Council operations;
- b) act as lead coordinator for a strategic Hampshire-wide approach to EV charging provision, working closely with the district, borough, towns and parish councils;
- c) work with local authority partners, private enterprise and workplaces to encourage third party provision of EV chargepoints, including supporting access to Central Government grants;
- d) encourage residents, businesses and public transport operators to transition to zero emission vehicles, by providing information on the benefits and practicalities of EV/ZEV use, and by seeking funding and opportunities for public transport operators and the freight sector;
- e) support residents without off-street parking to charge EVs near to their home, in a safe manner which does not impede those walking or cycling in the vicinity.

Policy DM1: Integrate transport and strategic land use planning to reduce car dependency.

HCC will:

- a) engage with local planning authorities (LPAs) and developers at the earliest stages in the planning process i.e. before site allocations have been determined, or when reviewing settlement hierarchies used to inform planning decisions;
- b) apply the NPPF presumption in favour of sustainable development - The County Council defines sustainable development as sites that embody the following characteristics (taking account of the local context):
 - i) are 'accessible' or 'highly accessible';
 - ii) offer a mix of uses;
 - iii) achieve a suitable high density of development, which will support frequent public transport and local facilities;
 - iv) have good transport access;
 - v) achieve the necessary critical mass of development needed to encourage self-containment and support viable public transport services and frequencies, in both new settlements and urban extensions;
 - vi) have been assessed for their transport carbon impacts, are compliant with carbon neutrality targets, or where this is not achievable, the impact is offset;

Further detail to be provided in the County Council's development planning guidance.

2.3 Havant Local Cycling and Walking Infrastructure Plan (Hampshire County Council)

2.3.1 In addition to the comprehensive and ambitious 151-page LTP4, Hampshire County Council also published in 2023 the 181-page LCWIP relating specifically to Havant Borough. There are similar LCWIPs for Fareham, Gosport, Eastleigh, the southern part of Test Valley and New Forest Waterside, representing a significant investment in policy creation.

2.3.2 The LCWIP makes it clear that the Plan “would be used to inform developers of the level of ambition for the walking and cycling network so that they may contribute towards it.”

2.3.3 A full analysis of this Plan would not be reasonable, however a number of key points relevant to this site and proposals are addressed below:

Prioritisation:

The second highest ranked priority for walking infrastructure improvements was identified as the Park Road North/New Road roundabout, which lies directly to the south-east of the proposed development within the Havant College site.

The third and fourth highest ranked priorities for cycling infrastructure improvements were identified as routes between Middle Park Way and Barncroft Way, and between Leigh Park and Havant College.

Funding:

A number of infrastructure projects within Havant Borough have been funded through the Department for Transport’s “Transforming Cities Fund”

On page 145 of the LCWIP, it has already been identified that:

“The shared use path along Barncroft Way is sub-standard. The path serves Havant and South Downs college. There appears to be sufficient width along the vast majority of this route to provide segregated cycle tracks, however there are level differences around the Stockheath Lane junction which will need to be investigated and width constraints across the bridge which would require the northern side to be cantilevered, if feasible. The provision of a segregated cycle track would also be subject to land availability and constraints.”

2.4 Havant Borough Council Local Plan

2.4.1 The current development plan for Havant Borough comprises two parts; the Core Strategy was adopted in March 2011, and the Allocations Plan was adopted in July 2014. The replacement for these, being the Emerging Local Plan, is not expected to be adopted until early 2025.

2.4.2 The following relevant policies are included in the current development plan:

Policy CS19: Effective Provision of Infrastructure

Development will be permitted where:

1. It ensures that it makes the most effective use of existing infrastructure, including opportunities for co-location of facilities.
2. It ensures that if there is a proven need for additional infrastructure, a programme of delivery has been agreed with the relevant infrastructure provider that coordinates contributions from the development with other investment streams before development begins.
3. A programme of delivery of improved or new infrastructure needs to be agreed; the nature, scale and phasing of any infrastructure will be commensurate with the form of the development and its potential impact upon the surrounding area.
4. A programme of delivery of improved or new infrastructure is agreed so that the facilities being provided are accessible by a range of transport modes and meet the needs of the borough's community.
5. It promotes the creative multifunctional use of existing and proposed facilities.
6. It ensures that new infrastructure supports the local economy.
7. It ensures that decisions on the provision of infrastructure are taken on the basis of whole-life costing.
8. It safeguards the requirements of infrastructure providers, in particular relating to bus corridor enhancements, telecommunications equipment (particularly high speed broadband), electricity power lines, high pressure gas mains, educational facilities, health facilities, flood protection measures, aquifer protection areas, a winter storage reservoir, additional water treatment infrastructure and waste water treatment works.
9. It does not result in the loss of flood protection, education, health, social and other publicly-provided community buildings, structures or services, except where it is part of a service provider's plans to provide improved local services in equally accessible locations.

Policy CS20: Transport and Access Strategy

Development will be permitted that:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
2. Does not increase congestion and promotes better use of existing transport networks.
3. Improves accessibility to goods, services and employment and promotes equality in the transport system.
4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.
7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

- 2.4.3 The Core Strategy also includes at Appendix 5 Non-Residential Parking Standards which are in line with the (withdrawn) Hampshire Parking Standards 2002. These are set out as follows:

Percentage of Parking Limit Reduction By Land Use

Land Use	Maximum Parking Limit	Reduced parking in areas of high accessibility
Education	100% of Standard	50% of Standard

Table 3: Education establishments

Type	Car Parking Standard		Cycle standard (minimum)	
	Maximum	Accessible Locations	Long Stay	Short Stay
16+ Colleges and Further Education Colleges	1 space per 2 full-time staff	1 space per 4 full-time staff	Determine via Travel Plan	Determine via Travel Plan

- 2.4.4 The Appendix also specifies that disabled accessible parking should be provided at 5% of the total allocation, and that 1 motorcycle space should be provided per every 25 car spaces.

2.5 Havant Borough Council Parking SPD (July 2016/September 2019)

2.5.1 Further to the parking standards set out in the Local Plan as discussed under 3.2.3 above, Havant Council also has a Supplementary Planning Document (SPD) adopted in July 2016 and updated in September 2019, which specifically deals with parking.

2.5.2 Somewhat confusingly, the Parking SPD specifies different Parking Standards from the Local Plan but does not supersede the Local Plan, as the LP is the statutory development plan whereas the SPD is a guidance document. The following standards are set out in the SPD:

Table 5

Type	Car Parking Standard	Cycle standard (minimum)	
	Minimum	Long Stay	Short Stay
16+ Colleges and Further Education Colleges	1 space per teaching staff member plus 2 spaces per 3 non-teaching staff members	Determine via Travel Plan	Determine via Travel Plan

2.5.3 The SPD standards are further diluted in meaning by supporting paragraphs which suggest that lower levels of car parking may be permissible in Havant Town Centre and other locations with higher accessibility – but which do not specify the level of reduction permissible. This means that developers should provide their own analysis, in order to justify reduced provision.

3.0 Site Audit

3.1 Pedestrian Facilities

- 3.1.1** The Havant College Campus is located to the north of Havant Town Centre, and occupies a site directly to the west of the Havant Borough Council offices. On the western side of the educational campus, primary pedestrian and vehicular access points are taken from Barncroft Way, a local access road which serves a number of residential streets and which runs roughly south-east to north-west between the classified B2149 New Road and Purbrook Way.
- 3.1.2** Barncroft Way benefits from pedestrian footways to both sides; the western footway is narrower and is separated from traffic by a grass verge, while the eastern footway is wider and has no verge. Both of the vehicular accesses into the HSDC Havant Campus benefit from dropped kerb crossing points which are fitted with tactile paving, providing good and safe crossings for wheelchair users and for blind and partially-sighted pedestrians. On the opposite (west) side, pedestrian crossings have dropped kerbs but no tactile paving, for example at the junctions between Barncroft Way and Trosnant Road, Stockheath Lane and Georgia Close.
- 3.1.3** The junction between Barncroft Way and the B2149 New Road benefits from a pedestrian refuge in the middle of the minor road, and dropped kerbs and tactile paving on both sides of Barncroft Way and within the pedestrian refuge. There is no dedicated crossing between the north and south sides of New Road at this location, however there is a signal-controlled pedestrian crossing of New Road to the east of Barncroft Way. This crossing point benefits from dropped kerbs, tactile paving, a Toucan crossing facility, a central pedestrian refuge and pedestrian guard railings around the central refuge.
- 3.1.4** Further east, adjacent to the roundabout junction between New Road and Petersfield Road, there is another uncontrolled pedestrian crossing, which has dropped kerbs and "look left" and "look right" markings in the appropriate locations.
- 3.1.5** On the south arm of the roundabout (Park Road North) there is an uncontrolled pedestrian crossing with dropped kerbs, tactile paving and a central pedestrian refuge.
- 3.1.6** On the east arm of the roundabout (Elmleigh Road) there is an uncontrolled pedestrian crossing with dropped kerbs, tactile paving and a central pedestrian refuge.
- 3.1.7** On the north arm of the roundabout (Petersfield Road) there is a signal-controlled Pelican crossing, which benefits from dropped kerbs, tactile paving, a central pedestrian refuge and pedestrian guard railings around both the central refuge and on either side of the street between the roundabout and the junction. There is a gated secondary pedestrian access to the Havant Campus site adjacent to this pedestrian crossing.
- 3.1.8** There is a pedestrian footpath which runs outside the north-eastern boundary of the Havant Campus between Petersfield Road and Holybourne Road; this is also indicated as

for use by cyclists. At the southern end of the path on Petersfield Road, there is another signal-controlled pedestrian crossing, which again benefits from dropped kerbs, tactile paving, a ramped central pedestrian refuge and pedestrian guard railings around the central refuge; in this case this may partly be due to the significant level difference between the northbound and southbound carriageways.

3.2 Cycling Facilities

- 3.2.1 Other than the shared use footpath mentioned in 2.1.8 above, there do not appear to be any dedicated cycling lanes or routes in the immediate vicinity of the Havant Campus. According to the Open Cycle Map website, there are “local cycle routes” along both sides of New Road and Elmleigh Road, and the northbound carriageway of Park Road North, as well as along Civic Centre Road (between Elmleigh Road and Petersfield Road) and up the eastern side of Barncroft Way.
- 3.2.2 The latter route up Barncroft Way is not signed as being for shared use until it passes beyond the Havant Campus site, but it may be understood that this is tolerated as the footway on the eastern side of the street is of significantly greater width than usual; the signposted route north of the site crosses the “Hermitage Stream” and then becomes a traffic-free route to the east of Barncroft Way, which can be followed up to Middle Park Way, just to the south of the Park Community School.
- 3.2.3 A little further to the east, at the end of Elmleigh Road the local cycling routes connect at Leigh Road to a National Cycling Network route. NCN22 is a long-distance cycling route between Portsmouth and Bordon; it also connects Havant with locations including Cosham, Rowlands Castle and Petersfield.
- 3.2.4 There is some cycle parking within the Havant Campus, located between Blocks A and B. This is shown on the plan at Appendix B. Shower and changing facilities are available within the existing Sports Building.

3.3 Walkling and Cycling Assessment

- 3.3.1 The Local Highway Authority has requested a Walking, Cycling and Equestrian Assessment and Review; following discussions this was agreed to be excessive, however it was agreed that some form of walking and cycling assessment would be necessary, with a scope as follows:

Covering a radius of 200m around the College site
Ensuring that all access points to the College site have appropriate walking and cycling connections. This includes:

- New Road
- Park Road North
- Petersfield Road
- Barnfield Road
- Elmleigh Road

The assessment should also ensure that the internal arrangement of the College provides appropriate access for pedestrians and cyclists and that the proposed new cycle parking can be accessed appropriately.

- 3.3.2 The requirements of the study are somewhat greater in scope than would normally be required within the Site Audit section of a Transport Statement, and hence are discussed in a separate document which should be read alongside this Transport Statement.

3.4 Public Transport

- 3.4.1 There are two railway stations within reasonable walking distance of the Havant Campus; Bedhampton Station is half a mile to the west of the site (approximately a 12 minute walk) and Havant Station is slightly closer, to the east of the site.

- 3.4.2 The following services are typically available from Bedhampton Station:

1 train per hour (tph) towards London Waterloo via Guildford
1tph towards Littlehampton
2tph towards Portsmouth & Southsea

- 3.4.3 Havant Station is busier still, with the following typical services:

3tph towards London Waterloo via Guildford
2tph towards London Victoria via Horsham
2tph towards Brighton via Worthing
1tph towards Littlehampton
6tph towards Portsmouth & Southsea, of which 4 continue to Portsmouth Harbour
2tph towards Southampton Central

- 3.4.4 The Havant Campus is also well served by buses; three services call directly outside the site on Barncroft Way (northbound and southbound) as follows:

Number	Route	Frequency
23	Leigh Park > Havant > Cosham > Portsmouth	6/hour in each direction, Mon-Fri; 5/hour in each direction Saturdays; 4/hour in each direction Sundays
27	Rowlands Castle > Havant > Emsworth	4/day in each direction, Mon-Fri only
37	Havant > Waterlooville > Cowplain > Horndean > Clanfield > Petersfield	1/hour in each direction, Mon-Fri 1/ 2hours Saturdays

- 3.4.5 Additional bus services call on New Road (eastbound and westbound) as follows:

Number	Route	Frequency
654	Hambledon > Denmead > Waterlooville > Havant	Schools/Colleges service
SD4	Bishops Waltham > Wickham > Fareham > Portchester > Cosham > Waterlooville > Havant	Schools/Colleges service
SD5	Gosport > Fareham > Portchester > Cosham > Waterlooville > Havant	Schools/Colleges service

3.4.6 The public transport Accessibility Index (AI) has been calculated and is provided at Appendix C.

3.4.7 HSDC takes a pro-active approach to sustainable travel, publishing on its website details of rail and/or bus travel options from the following origin points: Chichester, Copnor, Cosham, Drayton, Emsworth, Fareham, Havant, Hayling Island, Horndean, Petersfield, Paulsgrove, Portchester, Portsmouth, Southbourne and Waterloooville.

3.5 Local Highway Network and Parking

3.5.1 As mentioned in Section 3.1, the main entrances to the Havant Campus for pedestrians and vehicles are located on Barncroft Way. Other than the College, this street is residential in character; opposite the site many of the properties benefit from off-street car parking. Barncroft Way has double-yellow lines to both sides indicating that parking is not permitted. On Trosnant Road to the north-west of the site, signage indicates that the waiting restrictions operate Mondays to Fridays, 09:00-15:30, except for public and bank holidays. The same times apply to Nicholson Way, to the north of the site.

3.5.2 The classified road which runs to the south and to the east of the site is the B2149, which on the south side is called New Road and to the east side is called Petersfield Road. These two roads also are the nearest ones for which traffic flow data is available from the Department for Transport (DfT). The data is expressed as Annual Average Daily Traffic Flows (AADTF).

Location, Date	AADTF	HGV traffic
New Road (2022)	16,564 motor vehicles	185
New Road (2021)	12,662	99
New Road (2020)	11,480	114
New Road (2019)	14,452	134

Location, Date	AADTF	HGV traffic
Petersfield Road (2019)	18,643	438

3.5.3 The HSDC Havant Campus benefits from two main car parking areas, accessed via the northern and southern vehicular accesses off Barncroft Way. The south car park is the larger, with capacity for 135 vehicles. Of these, 3 are disabled-accessible parking bays, 1 is an allocated minibus bay and 10 are marked as visitor car parking spaces.

3.5.4 The smaller northern car park has capacity for 71 vehicles, including 4 disabled accessible parking bays. In addition, a hard-surfaced overspill parking area to the north-west of the artificial sports pitch has capacity for approximately another 24 parking spaces. The overspill car park is part of the potential extra parking identified in the 2018 report by Mott McDonald. None of the other areas identified in that report have been implemented at the time of writing, and one of them forms the proposed development site.

3.6 Road Safety Review

3.6.1 In order to review the safety record of the local highway network, Personal Injury Collision Data has been sourced for the most recent 3-year period available, which in this case comprises January 2019 to December 2021 inclusive. For the search area, a radius has been drawn of 400m around the Havant Campus site, as shown in the map at Appendix D.

3.6.2 A total of 21 incidents were recorded during the time period and search area selected; these included no fatal collisions, five collisions causing serious injury and sixteen collisions causing slight injury. These are analysed in greater detail below.

3.6.3 In January 2020, a pedestrian sustained slight injuries in a collision with a bus, on the eastbound carriageway of New Road, adjacent to the proposed development site. The location of the incident would indicate that it is likely that the pedestrian was crossing the road at the signal-controlled crossing, but may have not been crossing when traffic was stopped. It is very rare that collisions involving buses occur, and it is not considered likely that the bus driver was at fault. This is also the only pedestrian casualty recorded within the search area and time period.

3.6.4 Four of the recorded incidents involved a goods vehicle driver, three of which led to slight injuries and one of which led to serious injuries.

In May 2019, four vehicles collided at the junction between Woodgreen Avenue and Barncroft Way. It is not clear which direction the vehicle driver who caused the incident was heading, but it is possible that they were pulling out of the minor road. In April 2020, three vehicles collided on the northbound carriageway of Petersfield Road, at the signal-controlled junction. It is considered likely that one vehicle may have braked hard to stop at the crossing, and that two others were following too closely. Again, a single incident in this location is not considered evidence of a safety issue.

In December 2019, two vehicles collided on Park Road North, immediately south of the roundabout; a similar incident occurred in August 2021, albeit the latter incident caused serious injuries and the former incident, slight injuries. It is very likely that in both cases, the vehicle in front had to stop and give way at the roundabout junction, and that the vehicle following was too close or moving too fast. At some roundabouts, visibility is deliberately reduced to encourage cautious driving, however this is not necessarily required in this case. It is noted that the anti-skid surfacing appears worn on this approach to the roundabout, and so maintenance may be needed.

3.6.5 Four of the recorded incidents led to motorcyclists being injured, including two slight injuries and two serious injuries.

In December 2020, a motorcyclist was seriously injured in a collision with a car driver at the junction between Woodgreen Avenue and Barncroft Way. Like the incident under 2.5.4 above, it is considered possible that one vehicle was pulling out from the minor road and failed to see or give way to the other vehicle passing on Barncroft Way. It is noted that visibility to the right exiting Woodgreen Avenue is slightly restricted by the curve of the road, and also that vehicles do park on the grass verge

further reducing visibility. It is recommended that the local authority continues to monitor safety at this junction.

The other three incidents all occurred on New Road. In September 2019, a motorcyclist was slightly injured in a collision with a car driver at the eastbound entry to the roundabout; it is likely that one vehicle ran into the back of the other.

Also in September 2019, a motorcyclist was seriously injured in a fall from their vehicle east of James Road. There is no obvious cause for this incident.

In April 2020, a motorcyclist was slightly injured in a collision with a car driver at the junction between New Road and Barncroft Way; it is likely that one vehicle was turning across the other's path and that one or both failed to look or give way.

3.6.6 Seven of the recorded incidents led to cyclists being injured, five of which caused slight injuries and two of which caused serious injuries.

In December 2019, a cyclist was slightly injured on Park Road North, immediately south of the roundabout. This incident appears similar to those noted under 2.5.4.

In April 2020, a cyclist was slightly injured on Petersfield Road at the crossing from The Drive, on the northbound carriageway of Petersfield Road. As this occurred at the signal-controlled crossing, it is assumed that either the cyclist was crossing when traffic was not stopped, or that a car driver failed to stop at the signal.

Also in April 2020, a cyclist was slightly injured on New Road (westbound) close to the junction with James Road. The carriageway narrows at this point and it is possible that the car driver tried to pass too closely.

Also in April 2020, a cyclist was slightly injured on New Road (eastbound) east of the junction with Barncroft Way. Given the location on the two-lane approach to the roundabout, it is likely that again the car driver tried to pass too closely.

In May 2021, a cyclist was seriously injured on New Road at the junction with Barncroft Way. The location of this incident makes it seem possible that the car driver crossed the path of the cyclist as the car driver turned from New Road into Barncroft Way, although it is also possible that they tried to pass too closely.

In September 2021, a cyclist was seriously injured on New Road (eastbound) at the junction with Stockheath Lane.

In October 2021, a cyclist was slightly injured on New Road (eastbound) adjacent to the signal controlled pedestrian crossing. It is possible that they were using the crossing at the time of the incident.

Although the number of cyclists injured is relatively high, the severity of incidents are mostly low; it must be recalled that cyclists are a more vulnerable user. The local authority may wish to consider what additional protective measures they could employ in order to safeguard cyclists as this appears to be a popular route.

3.6.7 Overall, the road safety record is considered reasonable considering the urban context and the relatively high traffic flows on the major roads to the south and east of the site. There is no evidence to suggest that specific highway safety concerns are present, and the pedestrian safety record is very good. There is no reason why development should be prevented on highway safety grounds.

4.0 Existing and Proposed Trip Generation and Impact

4.1 Existing Staff Travel

4.1.1 Information on Staff Travel choices was initially taken from a survey carried out in 2019, which separated out staff based wholly at Havant Campus from staff based at the South Downs Campus and staff who work across all three sites (the other being Alton Campus). This has been supplemented by a new survey carried out in March 2024, and the data is presented side-by-side to allow for comparison.

4.1.2 A total of 30 responses were recorded to the 2019 survey, which provided some useful data regarding travel distances, travel times and modal choice. While this is only 20% of the FTE staff total, it is sufficient to make robust estimates regarding travel patterns.

4.1.3 The 2024 survey provided a substantially more robust response rate of 128, equivalent to 85% of the 150 FTE staff at Havant College. Again, travel choices and postcode data were provided.

Postcode Area	Count (2019)	Count (2024)
PO1 (Portsmouth Central)	-	2
PO2 (Portsmouth NW)	2	4
PO3 (Portsmouth NE)	-	2
PO4 (Portsmouth SE)	2	6
PO5 (Southsea)	1	3
PO6 (Cosham/Paulsgrove)	3	13
PO7 (Waterlooville)	1	16
PO8 (Clanfield/Cowplain/Horndean)	4	22
PO9 (Havant/Rowlands Castle)	7	19
PO10 (Emsworth/Southbourne)	2	10
PO11 (Hayling Island)	-	3
PO12 (Gosport East)	-	2
PO13 (Gosport West and Lee on Solent)	-	4
PO14 (Fareham/Stubbington)	1	2
PO15 (Fareham West and Whiteley)	-	1
PO16 (Portchester)	1	6
PO18 (Rural Areas north of Chichester)	-	1
PO21 (Bognor Regis)	-	1
SO15 (Southampton Shirley/Millbrook)	1	1
SO21 (Rural Areas around Winchester)	-	1
SO22 (Winchester West)	-	1
SO31 (Bursledon/Hamble/Warsash)	-	1
GU1 (Guildford)	-	1
GU30 (Liphook)	-	1
GU33 (Liss)	-	1
GU34 (Alton)	-	2
BH17 (Poole North)	-	1
BN13 (Worthing NW)	1	1
Total Responses	26	128

4.1.4 Half of all 2019 respondents stated that it took them less than 15 minutes to travel to and from the site, and a further 37% stated that it took them less than 30 minutes to travel to and from the site. Only one respondent stated that their commute was over an hour (3% of responses). This indicates that a very high proportion of staff live locally to the Havant campus, and consequently may be able to make travel choices which do not involve private car use.

4.1.5 The additional data provided by the 2024 survey demonstrates that of the total staff, the following proportions come from areas in relatively close proximity to the Havant Campus:

Postcode Area	Count (2024)	Proportion
PO6 (Cosham/Paulsgrove)	13	10%
PO7 (Waterlooville)	16	12.5%
PO8 (Clanfield/Cowplain/Horndean)	22	17%
PO9 (Havant/Rowlands Castle)	19	14.8%
PO10 (Emsworth/Southbourne)	10	7.8%
All other PO Postcodes	37	28.9%
All other Postcodes	11	8.6%
Total	128	100%

4.1.6 The evidence is therefore clear that 62.1% of Havant College staff live within five postcode areas which are relatively close to the site, and a further 28.9% live within other postcode areas within Portsmouth and the wider area. Only up to 9% of staff are travelling from further afield.

4.1.7 However, when it came to stating travel choices, the following results were found within the surveys; the 2019 figures and extrapolation have been kept in the table so as to demonstrate the accuracy of the previous estimates:

Travel Choice	Count (2019)	Proportion (2019)	Extrapolated Numbers (2019)	Count (2024)	Proportion (2024)
Car driver, by myself	21	70%	105	101	78.9%
Car driver, with passengers	1	3%	5	-	
Car passenger (dropped off)	1	3%	5	6	4.7%
Cycling	1	3%	5	5	3.9%
Walking	4	13%	20	8	6.3%
Train	2	7%	10	4	3.1%
Bus	-	-	-	4	3.1%
Total Responses	30	99%	150	128	100%

Table 1: Existing Staff Travel (2019 and 2024 Survey Data)

- 4.1.8 Over half of all those who answered the question regarding why they drive stated that they drive because it is quicker than alternatives. In addition, over a third of respondents stated that they combine their work journey with dropping off or collecting family members. A similar proportion cited reliability as a factor in choosing to drive, and precisely a third cited comfort as a factor. Whilst some of these responses should not go unchallenged, it is important to understand existing choices in order to offer alternatives which may be acceptable to staff, on an individual basis if needs be.
- 4.1.9 Over a third of respondents stated that they would consider cycling to and from work, and just under a third stated that car-sharing would be an option for them. There were also encouraging numbers (20% of respondents in each case) who would use the bus or train.
- 4.1.10 In terms of incentives, College help to find car-share partners was cited by a quarter of respondents, and priority parking for car-sharers by a fifth; improved cyclists' facilities were also mentioned by several respondents. In the free-text boxes, EV charging points were mentioned by two respondents, and this is likely to be a medium-term requirement for increasing numbers of staff.
- 4.1.11 The existing site has a total car parking capacity of at most 99 in the North Car Park and 135 in the South Car Park. In this context, the 101 solo-occupant car drivers generate a demand equivalent to 43.2% of capacity.

4.2 Existing Student Travel

- 4.2.1 At present, HSDC Havant Campus has a total student population of 1,038. Since the original draft of this Transport Statement, student travel surveys have been carried out which provide a more accurate basis for estimating overall travel demand. These supersede the estimates previously provided based on the South Downs College site.

Travel Choice	Count (2024)	Proportion	Calculated Estimate
Car driver, by myself	27	18.5%	192
Dropped Off by Car	10	7%	73
Bus	61	41.6%	432
Cycling	6	4.2%	44
Walking	9	6.2%	64
Train	33	22.5%	233
Total	147	100%	1,038

Table 2: Existing Student Travel (2024 Havant Campus Survey Data)

- 4.2.2 The estimates shown above suggest that without any form of control, the number of students who would choose to drive would represent demand for 82% of the capacity of the Havant Campus car parks. Adding this to the staff car parking demand will exceed overall capacity by 25%. For this reason, it is considered important that HSDC implements parking restraint measures as already being operated at the South Downs Campus.

4.3 Proposed Staff and Student Travel

- 4.3.1 The proposed development is being funded via a Capacity fund and as such the new building is proposed to enable a potential increase in student numbers, of up to 267. However, the number of additional FTE staff required is likely to be low; although ten new classrooms are proposed it is not considered that as many as ten new staff would be needed, with estimates that it may be as few as three. For a robust analysis however, the impact of ten additional staff is set out as follows:

Travel Choice	Proportion	Count
Car driver, by myself	78.9%	7.9
Car passenger (dropped off or sharing a lift)	4.7%	0.5
Cycling	3.9%	0.4
Walking	6.3%	0.6
Bus or Train	6.2%	0.6
Total	100%	10

Table 3: Predicted Staff Travel

- 4.3.2 The counts above are interpreted as being likely to result in eight solo-drivers, one pedestrian who sometimes cycles, and one public transport user who sometimes gets a lift. It is believed that the additional parking demand can be catered for within the site, and this is discussed further in Section 5 of this report.
- 4.3.3 As for the student travel demand, it is estimated that only 45% of the 267 additional students would be likely to be using the building at any given time, which equates to 120 students. The travel demand of these students is likely to split in similar proportions to the existing students, as shown in Table 4 below. Where 10 students are shown as car-sharing, this should be assumed to mean a maximum of 5 vehicles (i.e. two students per vehicle).

Travel Choice	Proportion	Calculated Estimate
Car driver, by myself	18.5%	22
Dropped off by car	7%	8
Bus	41.6%	50
Cycling	4.2%	5
Walking	6.2%	7
Train	22.5%	27

Table 4: Predicted Student Travel

- 4.3.4 The overall increase in car travel represents a total of 92 vehicle movements per day. In the context of existing traffic flows on New Road, this represents just 0.56% of total daily traffic. If the traffic arising from development is assessed over the wider network, the impact becomes even more modest as it dissipates to the north, south and east.

5.0 Design and Mitigation Measures

5.1 Physical Design Measures

- 5.1.1** HSDC has been considering what alterations to its car parking arrangements may feasibly be made for several years; a report produced by Mott McDonald in July 2018 set out a number of potential alterations in order to provide up to 150 additional car parking spaces within the site. However, more than half of those proposals have subsequently been dismissed as non-feasible.
- 5.1.2** In January 2020, Havant Borough Council provided a design options report for works to the car parks at the request of HSDC. This work demonstrated potential for a total of five additional car spaces within the south car park, and proposed alterations to form a one-way vehicle route within the south car park.
- 5.1.3** The proposed development will be accompanied by a small increase in car parking, of eight spaces (subject to detailed design) and this in itself represents an element of car parking restraint. These spaces will allow any increase in staff car parking demand resulting from development to be accommodated within the site.
- 5.1.4** Surveys of existing car parking demand have been undertaken in order to better understand the existing car parking occupancy of the site. The results of these surveys are set out in the table below. These results will help to inform any necessary restrictions on student parking within the Parking Management Plan which will be required as a condition on any permission for the new teaching building. Currently, HSDC is rare within Hampshire for allowing students to park at their sites, let alone for free.

Date	Car Park	Counts		Occupancy	
		AM (10:30)	PM (14:30)	AM %	PM %
Friday 22/3	North	60		61%	
	South	136		101%	
Monday 25/3	North	84	95	85%	96%
	South	129	135	96%	100%
Tuesday 26/3	North	86	88	87%	89%
	South	138	133	102%	99%
Wednesday 27/3	North	101	92	102%	93%
	South	141	106	104%	79%
Thursday 28/3	North	67	80	68%	81%
	South	131	95	97%	70%
Average	North	79.6	88.75	80.6%	89.75%
	South	135	117.25	100%	87%

Table 5: Havant Campus Parking Occupancy Surveys (2024)

- 5.1.5 The evidence from the surveys demonstrates that on average, the south car park is fully occupied in the mornings, albeit demand generally reduces in the afternoons. On this basis, the provision of a modest increase in car parking is considered reasonable to accommodate staff parking demand whilst not encouraging additional student car travel.
- 5.1.6 As regards cycle parking, the local authority standards require that cycle parking need is based upon Travel Plan data. The available data suggests that 3.9% of staff and 4.2% of students may be expected to cycle. On this basis, a maximum of 6 additional cycle parking spaces would be likely to meet expected demand. However, given the borough and county authorities' aspirations for increased cycling a more generous provision of 14 cycle spaces has been allowed for.
- 5.1.7 A location for these cycle parking facilities has been identified to the west of the business block and south of C block. These will be secure, covered facilities. In terms of access, they lie on the footpath from the east (Petersfield Road) gate, and close to the south (New Road) gate, as well as being on the route from the main west entrance (Barncroft Way) towards the proposed new building. This therefore appears to be a logical, legible and accessible location for the additional cycle parking.
- 5.2 Policy Measures
- 5.2.1 In 2022, HSDC published their Travel to Learn (TTL) Strategy which focused on a number of measures and policies to manage travel demand; the document was written in relation to development at the South Downs Campus but it was noted that "many of these measures and policies can and will subsequently be implemented at the Havant and Alton sites to ensure the strategy is Group wide."
- 5.2.2 The following relevant student policies from the TTL should be applied to the Havant Campus:
- Reducing the need to travel through changes to the curriculum and a blended approach of remote learning and face-to-face teaching;
 - Optimising the number of days a student is on campus (to three days per week);
 - Student permit parking only for learners who live further from the campus.
- 5.2.3 The last of the above policies can be controversial; in the case of the South Downs Campus there have been concerns raised about potential overspill parking in nearby residential streets. However, the context of the Havant Campus is different; the residential streets close to the site already benefit from residents' parking zones and/or waiting restrictions, meaning that a permit-parking approach at the College will not affect local residents' parking, as overspill car parking is not permitted or tolerated in these locations.

- 5.2.4 The parking policy which was adopted at South Downs Campus from the 2021/22 academic year onwards is that students who can travel to college within 40 minutes or less either by public transport or active modes will not be eligible for a parking permit unless their individual circumstances require it.
- 5.2.5 The following relevant staff policies from the TTL Strategy should be applied to the Havant Campus:
- Reducing the need to travel through the promotion of remote working;
 - Promotion of car-sharing;
 - Introduction of staff parking permits and designated staff parking areas.
- 5.2.6 In addition, there are some policies which apply equally to staff and to students which are relevant and should be implemented at the Havant Campus:
- Implementation of walking strategies;
 - Encouraging cycling;
 - Promotion of public transport connections; Havant Campus is very well served by public transport as noted within the Site Audit (Section 3 of this Report).

6.0 Conclusion

- 6.1 The proposed development will enable HSDC to provide new state-of-the-art facilities for existing students, but will also allow for a small expansion of up to 267 students over the next few years.
- 6.2 The potential staffing requirements are not considered to be high, and for the purposes of a robust analysis this report overestimates the likely increase in FTE staff which may be needed to work in the new building.
- 6.3 The analysis within this report suggests that at most 8 additional staff car trips and 30 additional student car trips may be expected as a result of development; these levels of traffic will be lost within daily fluctuation on the surrounding strategic highway network.
- 6.4 The proposed development is accompanied by measures to restrain car parking demand, and new policies to reduce the traffic impact of the College site as a whole; this Transport Statement will lead to the production of a car parking management strategy and a site-wide Travel Plan.
- 6.5 For the reasons above, i.e. that the development will not result in a severe cumulative impact on the highway network and will not lead to highway safety concerns, Planning permission should be granted for the proposed development.

7.0 Appendices

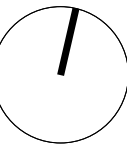
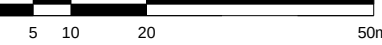
- A. Site Location Plan
- B. Havant Campus Site Plan
- C. Accessibility Index Calculation
- D. Collision Data Search Area
- E. Proposed Site Layout Plans

Appendix A

Site Location Plan



Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432



NOTES:

The copyright of this drawing is held by Ayre Chamberlain Gaunt Ltd. Not to be used for any purpose without consent.

Key

- Site Boundary
- Ownership Boundary

ACGARCHITECTS.CO.UK

Ayre Chamberlain Gaunt
Belvedere House
Basing View
Basingstoke
Hampshire, RG21 4HG

+44 (0)20 3909 5750
mail@acgarchitects.co.uk



PROJECT

Havant Campus
HSDC, Havant, New Road Havant
PO9 1QL

DRAWING TITLE

Location Plan

REV.	DATE	DESCRIPTION
P1	25.08.23	First Issue. Issued for information
P2	15.09.23	Issue for Client Review
P3	29.09.23	Issued for Planning
P4	09.10.23	Issued for Planning

DRWN BY	CHKD BY	APPD BY
ME	TH	DG

DRAWING NO.

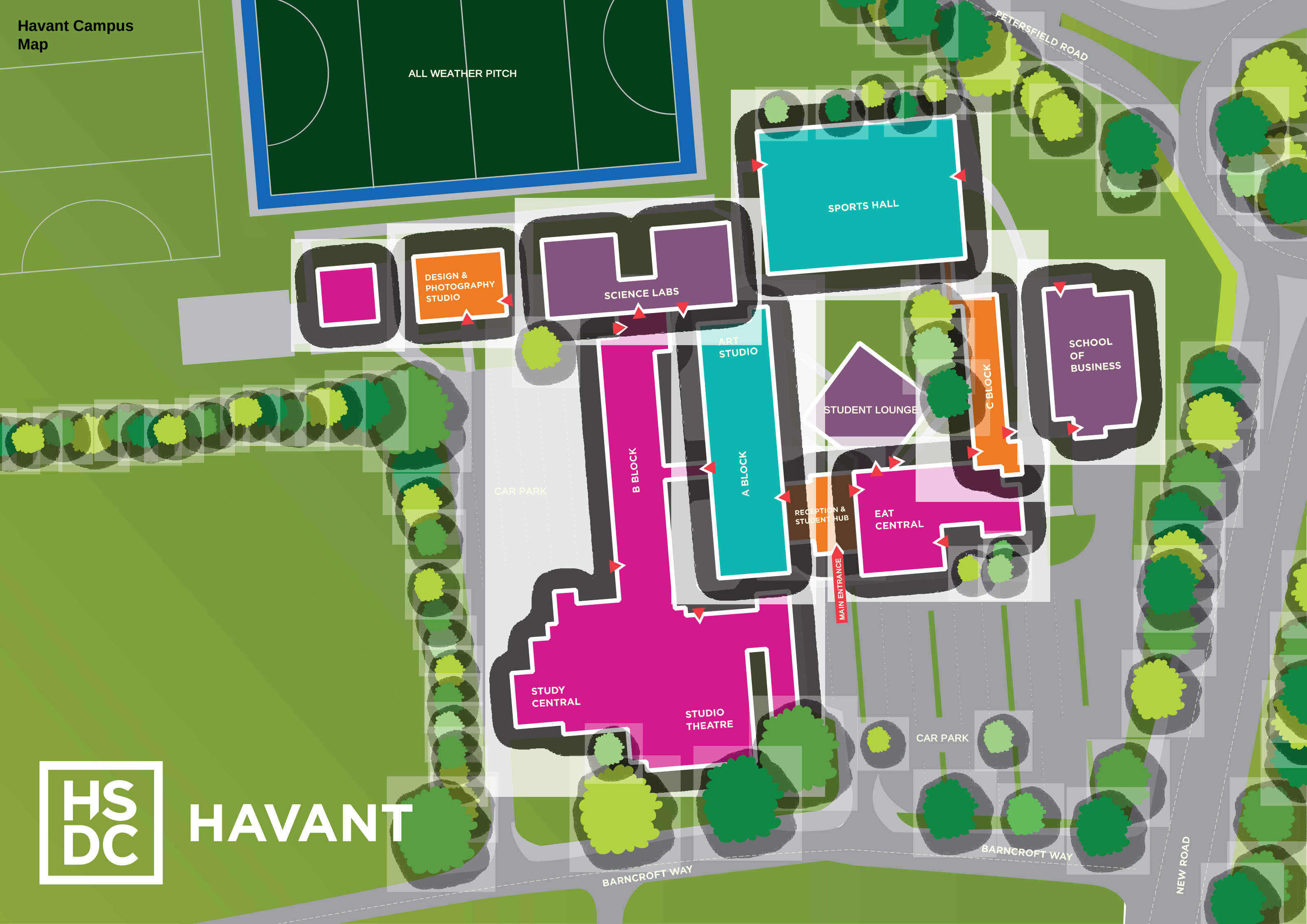
project code - originator - volume - level - type - role - number

HVT-ACG-XX-ZZ-DR-A-1000

STAGE	SUITABILITY	
RIBA stage	code	description
2	S2	Suitable for Information

Appendix B

Havant Campus Site Plan



Appendix C

Accessibility Index Calculation

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

Further Education College

No. nodes required

4

Dedicated bus service:

Yes

Select

NODE 1

Public transport type	Rail									
Distance to node (m)	750									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	6	3	2	2	2	1				

NODE 2

Public transport type	Rail									
Distance to node (m)	800									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2	1	1							

NODE 3

Public transport type	Bus									
Distance to node (m)	100									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	6	1	0.25							

NODE 4

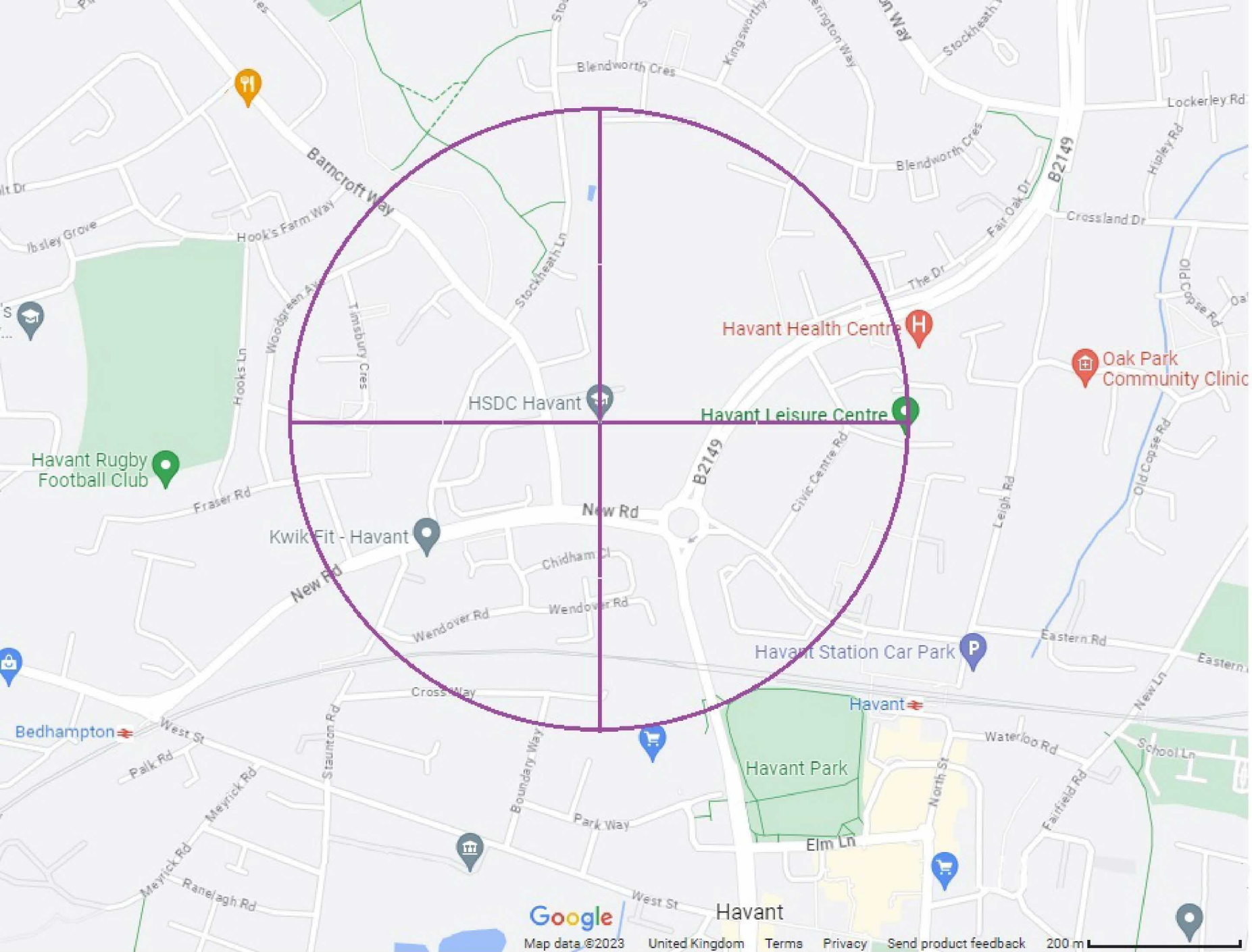
Public transport type	Bus									
Distance to node (m)	300									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.1	0.1	0.1							

Accessibility Index

10.57

Appendix D

Collision Data Search Area



Google

Map data ©2023

United Kingdom

Terms

Privacy

Send product feedback

200 m

Appendix E

Proposed Site Layout Plans



NOTES:

The copyright of this drawing is held by Ayre Chamberlain Gaunt Ltd. Not to be used for any purpose without consent.

Key

- Site Boundary
- Ownership Boundary

- Existing Fire Tender vehicle route on reinforced grass
- Existing lamp post
- Existing Gate
- Existing Pedestrian Path
- Existing Trees
- Existing Hedgerow
- Existing Parking
- Proposed New Building
- Proposed Fire Tender vehicle route on reinforced grass
- Proposed Planting beds
- Proposed hard paving area
- Proposed new fence and gates
- Proposed Parking (8 Spaces)
- Proposed Cycle Parking

ACGARCHITECTS.CO.UK

Ayre Chamberlain Gaunt
Belvedere House
Basing View
Basingstoke
Hampshire, RG21 4HG

+44 (0)20 3909 5750
mail@acgarchitects.co.uk



PROJECT

Havant Campus
HSDC, Havant, New Road Havant
PO9 1QL

DRAWING TITLE

Proposed Site Plan

REV.	DATE	DESCRIPTION
P1	15.09.23	Issue for Client Review
P2	29.09.23	Issued for Planning
P3	02.10.23	Issued for Planning
P4	09.10.23	Issued for Planning

DRWN BY	CHKD BY	APPD BY
ME	TH	DG

DRAWING NO.

project code -originator -volume -level -type -role -number
HVT-ACG-XX-ZZ-DR-A-1003

STAGE	SUITABILITY
RIBA stage 2	code S2 description Suitable for Information